High-Speed Intercity Passenger Rail (HSIPR) Program

Updated as of 1/28/2010

Summary of Applications

(sorted by State, then Funding Decision, then Track)

State	Track	Project Name	Project Description	Federal Funding Request	Forwarded for Technical Evaluation?	Selected for Funding?	Estimated Potential Award Amount*
AL	3 - Planning Study	New Passenger Rail Service in Alabama	Completion of a feasibility study to restore intercity passenger rail service from Birmingham to Montgomery to Mobile, AL.	$ 200,000	Yes	Yes	$ 200,000
AR	3 - Planning Study	South Central High-Speed Rail Corridor: Service Development Plan and Feasibility Study	Completion of a feasibility study for potential expanded intercity or high-speed passenger rail service between Texarkana and Little Rock, with an extension to Memphis.	$ 500,000	Yes	No	$ -
AZ - private (Moving On)	2 - Corridor Programs	Moving On	Private applicant; no application attached.	$ 10,500	No	No	$ -
CA	1a - Final Design / Construction Project	Los Angeles to Fullerton Triple Track	Construction of the seventh segment of an eight part program to add a third main track to part of the Pacific Surfliner Corridor on BN's busiest main line. Caltrans has completed five of the segments and is working on the sixth.	$ 38,300,000	Yes	Yes	$ 93,000,000
CA	1a - Final Design / Construction Project	Pacific Surfliner Corridor: MOW Spurs	Installation of three spur tracks that would decrease time required to shut down mainline track for maintenance.	$ 2,100,000	Yes	Yes	
CA	1a - Final Design / Construction Project	Pacific Surfliner Corridor: Railroad Crossover Program	Installation of two universal crossovers and new signals to improve operation of passenger trains while passing freight trains.	$ 8,400,000	Yes	Yes	
CA	1a - Final Design / Construction Project	Cab Car Bicycle Storage (Rolling Stock)	Modification of first-generation California-owned cab-cars to create a secure lower level storage room for checked baggage and bicycles. The project would increase bicycle carrying capacity in the Capitol Corridor by over 100,000 bicycles annually.	$ 8,230,000	Yes	Yes	
CA	1a - Final Design / Construction Project	Locomotive Emissions Upgrade (Rolling Stock)	Overhaul of eight locomotives to upgrade their emissions control equipment to current EPA Tier II standards.	$ 13,930,000	Yes	Yes	
CA	1a - Final Design / Construction Project	Pacific Surfliner Corridor: Oceanside Stub Project	Construction of a stub track at Oceanside station to remove Metrolink trains from the mainline tracks.	$ 3,400,000	Yes	Yes	
CA	1a - Final Design / Construction Project	Capital Corridor: South Terminal Station Improvement	Final design and construction of two new island platforms with passenger access; and, construction of four new tracks with switches at San Jose Diridon Station. The project would double the capacity of the station which services the Capitol and San Joaquin Corridors, includes Caltrain commuter service, and Amtrak's Coast Starlight.	$ 20,683,000	Yes	Yes	
CA	1a - Final Design / Construction Project	Capital Corridor: Yolo West Crossover	Final design and construction of a universal crossover on the UP line used by the Capitol Corridor in Yolo County, between David and Sacramento. The crossover would allow passenger trains to go around freight trains and fully utilize a 13.5 mile section of double track.	$ 5,000,000	Yes	Yes	
CA	1b - Engineering / Environmental Study	Pacific Surfliner Corridor: Ortega PE/NEPA	Completion of preliminary engineering and project-level NEPA (environmental) work for the reconstruction of a 7,000 foot rail siding seven miles east of Santa Barbara that was removed due to erosion and storm damage. The replacement siding would be 8,000 feet running parallel to U.S. 101.	$ 950,000	Yes	Yes	

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CA	2 - Corridor Programs	Phase 1 HSR Program - PE/NEPA/CEQAs	Initiation of 520-mile Phase 1 High-Speed Rail activities, including completion of project-level preliminary engineering and NEPA/CEQA (environmental) documents, right-of-way acquisitions, grade separations, track and station construction or improvements (e.g. Transbay Transportation Center, San Jose Diridon Station, Los Angeles Union Station, and Anaheim Regional Transportation Intermodal Center), installation of electrification, positive train control, and communication systems, and other associated work.	$ 194,000,000	Yes	Yes	$ 2,250,000,000
CA	2 - Corridor Programs	Merced/Fresno HSR - Design/Build		$ 466,000,000	Yes	Yes	
CA	2 - Corridor Programs	Fresno/Bakersfield HSR - Design/Build		$ 819,500,000	Yes	Yes	
CA	2 - Corridor Programs	SF/San Jose HSR - Design/Build		$ 998,000,000	Yes	Yes	
CA	2 - Corridor Programs	LA/Anaheim HSR - Design/Build		$ 2,187,500,000	Yes	Yes	
CA	3 - Planning Study	Pacific Surfliner Corridor: Strategic Assessment	Completion of service planning activities to provide updated ridership demand forecasting and rail operations modeling for the Pacific Surfliner Corridor.	$ 200,000	Yes	Yes	$ 200,000
CA	4 - FY09 Appropriations Project	Capital Corridor: Track Relocation	Completion of the track relocation phase of the Sacramento Intermodal Terminal Project at the existing station in downtown Sacramento, CA. The project includes relocating and straightening main tracks, construction of four new station tracks and two island platforms, signal and switch replacement, and passenger platform access improvements.	$ 6,200,000	Yes	Yes	$ 6,200,000
CA	1a - Final Design / Construction Project	Transbay Transportation Center Rail Level Train Box	Construction of the underground train station box concurrent with the construction of the above grade transit and bus terminal as well as any joint air rights development. The underground cavern would be 1500 feet long, 190 feet wide and 60 feet deep in two levels.	$ 400,000,000	Subsumed within the selected "CA Track 2 HSR Corridor" Programs (see above)		$ -
CA	1a - Final Design / Construction Project	San Joaquin Corridor: Merced/Le Grand Phase 1	Construction of an 8.3 mile section of double track on the line used by the San Joaquin intercity passenger service.	$ 40,535,000	Yes	No	$ -
CA	1a - Final Design / Construction Project	San Joaquin Corridor: Port Chicago/Oakley Option 3	Improvements to track in order to provide 4.5 miles of continuous double mainline track on the San Joaquin Corridor.	$ 34,152,000	Yes	No	$ -
CA	1a - Final Design / Construction Project	Capital Corridor: Stockton Passenger Track Project	Construction of 2.57 miles of dedicated passenger rail track north of downtown interlocking between UP and BNSF railroads to allow San Joaquin trains to access the ACE commuter rail station.	$ 18,000,000	Yes	No	$ -
CA	1a - Final Design / Construction Project	Capital Corridor: Track Relocation	Completion of the track relocation phase of the Sacramento Intermodal Terminal Project at the existing station in downtown Sacramento, CA. The project includes relocating and straightening main tracks, construction of four new station tracks and two island platforms, signal and switch replacement, and passenger platform access improvements.	$ 6,200,000	Yes	No	$ -
CA	1a - Final Design / Construction Project	Pacific Surfliner Corridor: Penasquitos Bridge Replacement	Replacement of three 80+ year old single track bridges along the Surfliner Corridor with new single track bridges.	$ 26,000,000	Yes	No	$ -
CA	1a - Final Design / Construction Project	Pacific Surfliner Corridor: Crossovers and Tracks	Construction of three new crossovers and replacement of track on a siding for the Pacific Surfliner Corridor in Orange County, CA.	$ 11,100,000	Yes	No	$ -

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CA	1a - Final Design / Construction Project	Pacific Surfliner Corridor: Systemwide Track Upgrade	Upgrades from wood ties to concrete; and, installation of high-speed concrete turnouts, on 21.3 miles of track on the Pacific Surfliner Corridor.	$ 67,100,000	Yes	No	$ -
CA	1a - Final Design / Construction Project	Pacific Surfliner Corridor: Signal Communications Upgrades	Upgrades to 40 miles of fiber optic cable to improve signals and communication for the Pacific Surfliner Corridor in Orange County, CA.	$ 10,100,000	Yes	No	$ -
CA	1a - Final Design / Construction Project	Pacific Surfliner Corridor: Signal Upgrade and Re-spacing	Re-spacing of signals to prepare line for positive train control and higher speed operations for the Pacific Surfliner Corridor in Orange County, CA.	$ 14,100,000	Yes	No	$ -
CA	1a - Final Design / Construction Project	Pacific Surfliner Corridor: Positive Train Control Southern California	Partial development, acquisition and installation of necessary components for the execution of positive train control along the Pacific Surfliner Corridor.	$ 35,249,000	No	No	$ -
CA	1a - Final Design / Construction Project	Fullerton to Los Angeles Positive Train Control	Installation of on-board positive train control software on relevant locomotives and cab cars and installation of positive train control hardware on approximately 20 miles of BNSF track between Los Angeles and Fullerton.	$ 39,219,466	Yes	No	$ -
CA	1a - Final Design / Construction Project	Capital Corridor: Wireless Network Phase 1	Installation of IP communications hardware and software on the Northern California passenger rail fleet used for the Capitol Corridor and San Joaquin Corridors and installation of a passenger information system.	$ 11,606,256	Yes	No	$ -
CA	1a - Final Design / Construction Project	Bakersfield to Port Chicago Positive Train Control	Implementation of the BNSF positive train control system on most of the route of the San Joaquin corridor.	$ 61,668,815	Yes	No	$ -
CA	1a - Final Design / Construction Project	Capital Corridor: Ticketing System Upgrade	Final design and construction of a ticketing and customer service system which would process all Capitol Corridor ticketing and customer transactions.	$ 8,885,850	Yes	No	$ -
CA	1a - Final Design / Construction Project	Stockton to Escalon Double Track Project	Construction of approximately 15 miles of double track along the San Joaquin Corridor just south of Stockton.	$ 78,700,000	Yes	No	$ -
CA	1a - Final Design / Construction Project	San Joaquin Corridor: Gregg Double Track Project	Construction of a five mile double track section in the San Joaquin Corridor.	$ 23,576,000	Yes	No	$ -
CA	1a - Final Design / Construction Project	Comet 1B Rehabilitation (Rolling Stock)	Rehabilitation of 14 old retired "Comet 1B" commuter coaches to convert them to intercity passenger rail service.	$ 20,690,000	Yes	No	$ -
CA	1a - Final Design / Construction Project	Pacific Surfliner Corridor Sidings Upgrades & Centralized Traffic Control	Final design and construction for upgrades to three sidings, Narlon (MP289.90), Concepcion (MP32.00, and Grover (MP261), installation of power-operated #15 turnouts and control points and replacement of siding track and ties.	$ 13,860,000	Yes	No	$ -
CA	1a - Final Design / Construction Project	Pacific Surfliner Corridor: San Diego Crosstie Program	Replacement of wooden ties along 60.1 mile segment of LOSSAN rail corridor for Pacific Surfliner Corridor.	$ 4,700,000	Yes	No	$ -
CA	1a - Final Design / Construction Project	Pacific Surfliner Corridor: Sorrento Miramar Alignment	Final design of a track realignment project in a high-curve, steep-grade portion of the rail corridor.	$ 2,800,000	Yes	No	$ -

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CA	1a - Final Design / Construction Project	Los Angeles - San Diego (LOSSAN) Corridor: Double Track	Construction of double track on the route used by the Pacific Surfliner Corridor from San Juan Capistrano to Laguna Niguel.	$ 47,300,000	Yes	No	$ -
CA	1a - Final Design / Construction Project	Capitol Corridor: Joint Powers Authority (CCJPA) Capitalized Maintenance Phase 2 - Rail Replacement	Preventive maintenance projects for track infrastructure.	$ 16,286,900	Yes	No	$ -
CA	1a - Final Design / Construction Project	Pacific Surfliner Corridor: Corps Signal Upgrade and Respace	Final design and construction for respacing or additions of 5-10 wayside intermediate signals and the addition of 1 or 2 wayside defect detectors on segments of the Pacific Surfliner Corridor.	$ 10,100,000	Yes	No	$ -
CA	1a - Final Design / Construction Project	Pacific Surfliner Corridor: Chatsworth Access & Safety	Reconstruction of track and active warning devices at Lasseen, Devonshire, and Chatsworth streets including construction of grade crossings to meet current track and warning device standards. In addition the project would lengthen two outbound boarding platforms, and replace 2,800 feet of wood ties with concrete ties.	$ 17,100,000	Yes	No	$ -
CA	1a - Final Design / Construction Project	Pacific Surfliner Corridor: Santa Barbara Crosstie Replace	Replacement of approximately 72,000 wooden crossties along a 51.8 mile segment of single mainline track in Santa Barbara County, CA.	$ 13,400,000	Yes	No	$ -
CA	1a - Final Design / Construction Project	Pacific Surfliner Corridor: Track & Bridge Upgrade	Rehabilitation and reconstruction of 6 bridges, 8 grade crossings and installation of 16,000 ties in the Ventura subdivision.	$ 12,600,000	Yes	No	$ -
CA	1b - Engineering / Environmental Study	Pacific Surfliner Corridor: Seacliff PE/NEPA	Completion of preliminary engineering and project-level NEPA (environmental) work and associated environmental studies to support the extension of the existing Seacliff Siding from about 4,200 feet to approximately 14,000 feet. The mail track would also be realigned closer to Route 101 away from the eroding slope.	$ 1,700,000	Yes	No	$ -
CA	1b - Engineering / Environmental Study	Richmond Rail Connector	Completion of preliminary engineering and project-level NEPA (environmental) work for a new short rail connection between BNSF and UPRR rail lines in Richmond, CA and associated track and signal improvements.	$ 1,600,000	No	No	$ -
CA	2 - Corridor Programs	Altamont Corridor Rail NEPA/CEQA Documents	Completion of preliminary engineering and project-level NEPACEQA (environmental) work for the Altamont corridor.	$ 22,500,000	No	No	$ -
CA	2 - Corridor Programs	Phase 2 High-Speed Rail - NEPA/CEQA	Completion of preliminary engineering and NEPA/CEQA (environmental) work for the 280 route-miles of the Phase 2 HSR proposal.	$ 60,000,000	No	No	$ -
CA	3 - Planning Study	Pacific Surfliner Corridor: Los Angeles to Palmdale High-Speed Rail Integration	Completion of planning studies to identify and evaluate capacity and service improvements to the LA-Palmdale Metrolink commuter rail service, in order to integrate it with the planned High-Speed Rail system.	$ 500,000	No	No	$ -
CA	3 - Planning Study	San Joaquin Corridor: Sacramento to Stockton Planning	Completion of planning studies to consider an alternative route for San Joaquin Corridor passenger trains between Sacramento and Stockton, CA.	$ 833,000	Yes	No	$ -

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CA	3 - Planning Study	Pacific Surfliner Corridor: Los Angeles Union Station High-Speed Rail Planning and Development	Completion of a consensus planning effort to update the Union Station Plan to address redesign of circulation in the area of the station to integrate HSR. The project would include some supporting design and environmental tasks.	$ 1,500,000	No	No	$ -
CA - private (America's Sunlight Bullet Express)	1b - Engineering / Environmental Study	America's Sunlight Bullet Express (ASBE)	This application proposes an indeterminate transportation and power transmission system to be built along major highways across the nation. No specific project proposal was provided.	$ -	No	No	$ -
California-Nevada Super Speed Train Commission	1b - Engineering / Environmental Study	California-Nevada Interstate Maglev Project	Completion of preliminary engineering and NEPA (environmental) studies for the California-Nevada Maglev Train System, that would connect Las Vegas, NV and Anaheim, CA.	$ 83,250,000	No	No	$ -
CO	3 - Planning Study	Colorado State Rail Plan	Completion of the Colorado State Rail Plan which would incorporate findings from previous studies and focus generally on crafting the rail (passenger and freight) policy for the state.	$ 400,000	Yes	Yes	$ 400,000
CO	3 - Planning Study	Denver Interregional Connectivity Study	Completion of a planning connectivity study between potential HSR, light rail and commuter service (both planned and implemented) in Denver.	$ 1,000,000	Yes	Yes	$ 1,000,000
CT	1a - Final Design / Construction Project	New Haven to Hartford to Springfield Corridor	Final design and construction of a new segment of second main track on the Amtrak-owned New Haven to Springfield line used by Amtrak Northeast Regional service.	$ 41,105,500	Yes	Yes	$ 40,000,000
CT	1b - Engineering / Environmental Study	New Haven to Hartford to Springfield Corridor	Completion of preliminary engineering and project-level NEPA (environmental) work for double-tracking , and other associated work, on the Amtrak New Haven to Springfield line used by Amtrak Northeast Regional Service.	$ 9,300,000	No	No	$ -
CT	1b - Engineering / Environmental Study	New Haven to Devon Track 3 Restoration	Completion of preliminary engineering and project-level NEPA (environmental) work for the restoration of a fourth main track on a segment of the Metro-North Commuter Railroad-owned portion of the Northeast Corridor.	$ 600,000	Yes	No	$ -
CT	1b - Engineering / Environmental Study	Northeast Corridor: Mainline Shoreline East Stations	Completion of preliminary engineering and project-level NEPA (environmental) work for improvements to five stations used by the Shoreline East commuter rail service along the Amtrak-owned portion of the north-end of the Northeast Corridor.	$ 300,000	Yes	No	$ -
CT	1b - Engineering / Environmental Study	Northeast Corridor: New Haven Signal & Positive Train Control	Completion of preliminary engineering and project-level NEPA (environmental) work for the replacement of the signal system along the Metro-North Commuter Railroad-owned portion of the north-end of the Northeast Corridor.	$ 13,483,582	Yes	No	$ -
DC	1b - Engineering / Environmental Study	Long Bridge Preliminary Engineering-NEPA Study	Completion of preliminary engineering and project-level NEPA (environmental) work for the replacement of the CSX-owned Long Bridge between Washington, DC and Arlington, VA, used by Amtrak, VRE, and CSX.	$ 2,900,000	Yes	Yes	$ 2,900,000

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DC	4 - FY09 Appropriations Project	Union Station Access Improvements (Track 4)	Final design and construction for the replacement of ten life-expired escalators at the Union Station parking garage in Washington, DC.	$ 4,270,500	Yes	Yes	$ 4,270,500
DC	1a - Final Design / Construction Project	Union Station Access Improvements (Track 1)	Final design and construction for the replacement of ten life-expired escalators at the Union Station parking garage in Washington, DC.	$ 8,480,000	Yes	No	$ -
DC	1b - Engineering / Environmental Study	Union Station Access Improvements	Completion of preliminary engineering and project-level NEPA (environmental) work for a new entrance to the Metrorail transit station located at Union Station in Washington, DC. The entrance would be located to the north of the passenger rail station.	$ 1,000,000	No	No	$ -
DE	3 - Planning Study	Delaware Intercity Rail Connection	Completion of planning activities to determine the feasibility of a new intercity passenger rail service between destinations on the Delmarva Peninsula and the Northeast Corridor.	$ 450,000	Yes	Yes	$ 450,000
DE	1a - Final Design / Construction Project	Northeast Corridor Third Track Project	Final design and construction of a third main track south of Wilmington, DE on the Amtrak-owned Northeast Corridor.	$ 16,091,203	Yes	No	$ -
FL	2 - Corridor Programs	Tampa to Orlando High-Speed Rail Express	Construction of 84 miles of track, station improvements, and acquisition of five train sets, to provide for 16 daily round-trips at 168mph maximum and 100mph average.	$ 2,654,000,000	Yes	Yes	$ 1,250,000,000
FL	1a - Final Design / Construction Project	Central Florida Rail Passenger Corridor	Acquisition of sixty-one miles of right-of-way along and rehabilitation of infrastructure to provide for new rail service.	$ 270,000,000	Yes	No	$ -
FL	1b - Engineering / Environmental Study	Orlando to Miami High-Speed Rail- Preliminary Design & Engineering	Completion of preliminary engineering and project-level NEPA (environmental) work for the Orlando-Miami segment of the Tampa-Orlando-Miami HSR corridor.	$ 30,000,000	No	No	$ -
FL	2 - Corridor Programs	Florida East Coast Amtrak Service	Improvements to track and construction of eight new stations to restore passenger service on Florida's eastern coast.	$ 268,000,000	No	No	$ -
GA	3 - Planning Study	Atlanta to Birmingham Feasibility Study	Completion of a feasibility study for the development of a high speed rail connection from Atlanta to Birmingham on the Gulf Coast High Speed Rail Corridor, extending the scope of a Volpe study that recently explored the development of high speed rail from Charlotte to Atlanta.	$ 250,000	Yes	Yes	$ 250,000
GA	3 - Planning Study	Interstate Rail Passenger Network Compact	Completion of a feasibility study for the development of intercity passenger rail service between Chicago through Louisville and Nashville to Atlanta. There currently is no passenger service on this corridor. The feasibility study would provide a basis for integration into a Service Development Plan and help identify feasible alternatives that can be analyzed later in a NEPA corridor document. This is the initial multi-state planning effort to develop service along this corridor, building on studies already prepared by the State of Tennessee.	$ 250,000	Yes	Yes	$ 250,000
GA	3 - Planning Study	Macon to Jacksonville Feasibility Study	Completion of a feasibility study for the development of an intercity passenger rail connection from Macon to Jacksonville, extending the scope of a Volpe study that recently explored the development of high speed rail from Charlotte to Atlanta and Macon.	$ 250,000	Yes	Yes	$ 250,000

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GA	2 - Corridor Programs	Atlanta to Macon	Establishment of intercity passenger rail service with three daily round-trips along 102-mile corridor from Atlanta to Macon.	$ 472,000,000	No	No	$ -
GA	2 - Corridor Programs	Atlanta to Charlotte	Incomplete application.	$ -	No	No	$ -
IA	1a - Final Design / Construction Project	Ottumwa Sub Crossover Improvements	Installation of four remotely controlled powered crossovers on the BNSF Ottumwa subdivision, benefiting the Amtrak California Zephyr service.	$ 17,309,080	Yes	Yes	$ 17,000,000
IA	3 - Planning Study	Chicago to Omaha Passenger Rail Planning	Completion of planning activities to conduct an alternative analysis study, develop a service-level NEPA document, and finalize the Service Development Plan for the passenger rail corridor from Chicago to Omaha, NE.	$ 1,000,000	Yes	Yes	$ 1,000,000
IA	1a - Final Design / Construction Project	Ottumwa Sub Capitalized Maintenance	Capitalized maintenance activities on the BNSF Ottumwa subdivision, aimed at reducing the temporary speed restrictions of the Amtrak California Zephyr service.	$ 26,754,574	No	No	$ -
IA	2 - Corridor Programs	Chicago to Iowa City Passenger Rail Service	Construction of track, positive train control, signaling and equipment acquisition to implement two daily round-trips at 79mph maximum. Interim step to five frequencies at 90mph maximum.	$ 256,695,000	Yes	No	$ -
IL	1a - Final Design / Construction Project	Englewood Flyover	Construction of a flyover, approach bridges, embankment, retaining walls and other associated investments to support 3 new grade separated tracks to carry Metra operations over the 4 Norfolk Southern (NS) tracks that currently accommodate intercity passenger services and freight services.	$ 133,000,000	Yes	Yes	$ 133,000,000
IL	2 - Corridor Programs	Chicago to St. Louis HSR	Improvements to track, signal, station and rolling stock to enable three of five current daily round-trips to operate at 110mph between Alton (near St. Louis) and Dwight (near Chicago).	$ 1,142,324,000	Yes	Yes	$ 1,100,000,000
IL	3 - Planning Study	Chicago to St. Louis Double Track NEPA	Completion of a supplemental Environmental Impact Statement (EIS) for the project to double track the Chicago to St. Louis rail corridor.	$ 1,250,000	Yes	Yes	$ 1,250,000
IL	1a - Final Design / Construction Project	Dwight, IL to Joliet, IL Siding Improvement	Installation of 7 miles of siding on Union Pacific-owned segment between Dwight and Joliet in the Chicago-St Louis corridor.	$ 83,466,040	Yes	No	$ -
IL	1a - Final Design / Construction Project	Galesburg Congestion Relief Project	Construction of three new tracks in Galesburg, IL for staging freight trains which will free up meet/passing sidings an improve passenger train handling between Galesburg and Quincy, IL. Includes construction of a additional mainline track through the Galesburg passenger station which will enable more efficient station stops as well as separate freight and passenger trains. Also includes installation of a new connection between the Brookfield and Mendota subdivisions.	$ 44,950,365	Yes	No	$ -
IL	1a - Final Design / Construction Project	Dwight, IL to St. Louis Siding Improvement	Rehabilitation of 13 existing sidings on the Chicago-St. Louis corridor.	$ 92,592,646	Yes	No	$ -
IL	1a - Final Design / Construction Project	Wadsworth, IL Bridge Replacements	Replacement of two railway bridges on the Canadian Pacific rail between Milwaukee and Chicago north of Wadsworth, IL.	$ 7,620,350	No	No	$ -

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IL	1b - Engineering / Environmental Study	Midwest Regional Rail System Chicago Terminal Limits Preliminary Engineering/NEPA	Completion of preliminary engineering and project-level NEPA (environmental) work for improvements to Chicago Union Station and to existing and future services in multiple corridors of the Chicago Terminal including: Chicago-Rondout, Chicago-Aurora, Chicago-Dwight and Chicago-Porter.	$ 145,000,000	No	No	$ -
IL	2 - Corridor Programs	Chicago to Dubuque Corridor	Reinstatement of service of one daily round-trip at 60mph maximum between Chicago and Dubuque.	$ 139,700,000	No	No	$ -
IL	2 - Corridor Programs	Chicago to St. Louis Double Track	Construction of double-track and signalization work on Chicago to St Louis corridor to accommodate eight daily round-trips at 110mph.	$ 3,131,000,000	No	No	$ -
IL	3 - Planning Study	Chicago to St. Louis 220mph HSR	Completion of an alternatives analysis, benefit estimation studies, costing estimation and conceptual engineering and service-level environmental work for a 220 mph high speed rail service between Chicago and St. Louis.	$ 5,000,000	Yes	No	$ -
IN	1a - Final Design / Construction Project	Indiana Gateway Corridor	Construction of eight independent improvements along a congested railroad segment between Porter, IN and the Indiana/Illinois state line. Seven of the investments would be on the NS railroad line and one of them on the Amtrak Michigan Line at Porter, IN. Improvements include crossovers and related signal system improvements, minor rail additions and siding improvements.	$ 71,364,980	Yes	Yes	$ 71,000,000
IN	2 - Corridor Programs	Chicago to Cleveland High-Speed Rail Service	Initiation of Tier 1 & 2 NEPA (environmental) activities, construction of track improvements and other infrastructure, and acquisition of eight train sets, to increase frequencies from two to nine daily round-trips at 110mph maximum and 80mph average.	$ 2,816,658,000	No	No	$ -
KS	3 - Planning Study	Kansas Service Development Plan (SDP)	Preparation of a Service Development Plan for a new intercity passenger rail service over the BNSF Railway track between Kansas City, MO and Oklahoma City, OK with service potentially extending south to Fort Worth, TX.	$ 250,000	Yes	Yes	$ 250,000
KS	1a - Final Design / Construction Project	Topeka Subdivision Rail Relay	Replacement of six remaining segments of jointed rail with continuous welded rail over twenty contiguous miles on the BNSF-owned Topeka Sub.	$ 7,685,989	Yes	No	$ -
KS	2 - Corridor Programs	Kansas Grade Crossing Improvements	Improvements to grade crossings from Newton, KS to KS/OK border	$ 10,000,000	No	No	$ -
MA	2 - Corridor Programs	Knowledge Corridor - Restore Vermonter	Construction of track, station, and signal upgrades to relocate service to a more direct route.	$ 72,888,305	Yes	Yes	$ 70,000,000
MA	1a - Final Design / Construction Project	Knowledge Corridor - Restore Vermonter	Reconstruction of a segment of railroad to allow for the rerouting of the Washington to St. Albans, VT onto a more direct route between Springfield, MA and the MA-VT border.	$ 68,902,205	No	No	$ -
MA	1b - Engineering / Environmental Study	Inland Route Double Track	Completion of preliminary engineering and project-level NEPA (environmental) work for the restoration of 33.1 miles of second main track and installation of 3 new passing sidings on the CSX-owned Springfield to Boston, MA line, currently used by the Lake Shore Limited, to support a future increase in intercity passenger rail service on the New York - New Haven - Springfield - Boston Inland Route of the NEC.	$ 7,500,000	No	No	$ -

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MA	2 - Corridor Programs	South Coast Rail	Expansion of commuter network to provide passenger rail service from Boston to New Bedford and Fall River.	$ 1,910,416,000	No	No	$ -
MD	1b - Engineering / Environmental Study	B&P Tunnel	Completion of preliminary engineering and project-level NEPA (environmental) work for the replacement of the 135-year-old Baltimore and Potomac tunnels on the Amtrak-owned Northeast Corridor in Baltimore, MD.	$ 60,000,000	Yes	Yes	$ 60,000,000
MD	1b - Engineering / Environmental Study	Baltimore-Washington International Airport Station Improvements	Completion of preliminary engineering and project-level NEPA (environmental) work for the addition of an island platform and construction of a new station building at BWI Airport on the Amtrak-owned Northeast Corridor.	$ 9,400,000	Yes	Yes	$ 9,400,000
MD	1a - Final Design / Construction Project	Positive Train Control	Installation of ACSES positive train control signaling equipment on MARC commuter rail locomotives and cab cars.	$ 8,100,000	No	No	$ -
MD	1a - Final Design / Construction Project	Brunswick Line Capacity Upgrades	Final design and construction of interlocking improvements to the CSX-owned Washington, DC to Brunswick, MD line used by the once-per-day Capitol Limited.	$ 18,300,000	No	No	$ -
MD	1a - Final Design / Construction Project	Wedge Storage Yard in D.C.	Final design and construction of a storage yard outside of Union Station in Washington, DC, for use in storing MARC commuter equipment during the day, and potentially Amtrak equipment in the evening.	$ 31,000,000	No	No	$ -
MD	1b - Engineering / Environmental Study	Chesapeake Connector	Completion of preliminary engineering and project-level NEPA (environmental) work for a segment of new dedicated, grade separated freight track on the Amtrak-owned Northeast Corridor north of Perryville, MD.	$ 25,000,000	Yes	No	$ -
MD	1b - Engineering / Environmental Study	Northern Maryland Capacity and Trip Time	Completion of preliminary engineering and project-level NEPA (environmental) work for the replacement of major bridges in northern Maryland on the Amtrak-owned Northeast Corridor.	$ 200,000,000	Yes	No	$ -
MD	2 - Corridor Programs	Northeast Corridor High Speed Service, Maryland to District of Columbia	Construction of "maglev" service to allow for up to 71 daily round-trips at 254mph maximum and 135mph average, and 20 minute trip time.	$ 1,754,100,000	No	No	$ -
ME	2 - Corridor Programs	Downeaster Portland North Project	Rehabilitation of 30 miles of track (including 36 grade crossings) to extend service to Brunswick.	$ 38,385,495	Yes	Yes	$ 35,000,000
ME	1a - Final Design / Construction Project	Downeaster Portland North Project	Improvements to track and signal on a 28-mile portion of Pan American Railways between Portland and Brunswick, ME, intended to allow for the extension of the Boston-Portland Downeaster service to Brunswick.	$ 35,700,493	No	No	$ -
ME	2 - Corridor Programs	Downeaster Pan Am Line	Construction of interlocking upgrades, track and tie replacements, and signal modifications resulting in 10 minute trip time reduction.	$ 52,598,000	No	No	$ -
MI	1a - Final Design / Construction Project	Chicago to Detroit Corridor: Dearborn, MI Station	Construction of a new station building, platform, and passenger services facilities at a relocated new Amtrak Station in Dearborn, MI.	$ 28,204,450	Yes	Yes	$ 28,204,450
MI	1a - Final Design / Construction Project	Chicago to Detroit Corridor: Troy, MI Station	Construction of a new platform and passenger services facilities at the Troy, MI Amtrak Station.	$ 8,485,212	Yes	Yes	$ 8,485,212

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MI	1a - Final Design / Construction Project	Chicago to Detroit Corridor: Battle Creek, MI Station	Renovation of the station building and passenger services facilities at the Battle Creek, MI Amtrak Station.	$ 3,620,552	Yes	Yes	$ 3,620,552
MI	1a - Final Design / Construction Project	Chicago to Detroit Corridor: External Projects	Reconstruction and modernization of multiple major interlockings in the Detroit area to support the construction of a expanded Livernois-Junction freight intermodal facility.	$ 72,910,259	No	No	$ -
MI	1a - Final Design / Construction Project	Chicago to Detroit Corridor: Track Stabilization & Acquisition	Completion of track stabilization work, signalization upgrades and positive train control activities on the Norfolk Southern (NS) rail assets of the Chicago-Detroit/Pontiac corridor, and provision of financing for a long-term lease of the railroad assets.	$ 251,116,200	No	No	$ -
MI	1a - Final Design / Construction Project	Chicago to Detroit Corridor: Midwest Regional Rail Initiative Phase 1 Improvements	Improvements to the Chicago to Detroit/Pontiac corridor between Kalamazoo, MI and Pontiac, MI. Planned improvements include investments on the Amtrak, NS and CN-owned assets and include track improvements, sidings, signalization upgrades, grade crossing improvements and expansion of positive train control systems.	$ 413,556,288	Yes	No	$ -
MI	1a - Final Design / Construction Project	Chicago to Detroit Corridor: West Detroit Connection Tracks	Construction of a direct connection between Conrail Shared Assets Operations and CN railroads at West Detroit Junction, including the construction of one mile of new track eastward to the Vinewood Interlocking. Additional property would be acquired to make these improvements. Several crossovers would be installed.	$ 48,615,299	No	No	$ -
MI	1b - Engineering / Environmental Study	Chicago to Detroit Corridor: Ann Arbor, MI Station	Completion of preliminary engineering and project-level NEPA (environmental) work for a new multimodal station in Ann Arbor, MI.	$ 6,500,000	Yes	No	$ -
MI	1b - Engineering / Environmental Study	Chicago to Detroit Corridor: Kalamazoo, MI Station	Completion of preliminary engineering and project-level NEPA (environmental) work for platform and passenger service improvements at the Kalamazoo, MI Amtrak Station.	$ 400,000	Yes	No	$ -
MI	2 - Corridor Programs	Chicago to Detroit High-Speed Rail Corridor	Improvements to track in MI, IN and IL; construction and renovation of stations in Dearborn, Troy and Battle Creek; and acquisition of 10 train sets to be used in the three existing Michigan services.	$ 986,566,527	No	No	$ -
MN	3 - Planning Study	Wisconsin Service NEPA	Completion of planning studies evaluating the alignment for the extension of the Chicago Hub High-Speed Rail corridor to Minneapolis/St. Paul. Project results would include an analysis of the corridor to identify a preferred routing alternative, production of a preliminary Service Development Plan, and provision of a document to advance the planning and design of this corridor.	$ 600,000	Yes	Yes	$ 600,000
MN	1a - Final Design / Construction Project	Union Depot Multi-Modal Transit Hub	Renovation and reactivation of the St. Paul, MN, Union Depot's trio of historic buildings (the waiting room, concourse and head house), as well as the elevated train deck and will create a multi-modal transit hub. The project would also relocate Amtrak's Twin Cities station from the existing Midway facility to the restored Union Depot.	$ 135,800,000	No	No	$ -

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MO	1a - Final Design / Construction Project	Kansas City to St Louis Corridor: Rail Bridge over Osage River	Construction of a second railroad river bridge over the Osage River which is currently single tracked and double track approximately 0.5 miles on both sides of the bridge. Project completion will complete double tracking the Union Pacific railroad between Jefferson City, MO and St. Louis, MO.	$ 22,640,000	Yes	Yes	
MO	1a - Final Design / Construction Project	Kansas City to St Louis Corridor: Webster Universal Crossover	Construction of a universal crossover at the Kirkwood Junction on the Union Pacific Jefferson City Subdivision. The project would improve corridor fluidity and efficiency by making it easier for passenger and freight trains to switch tracks at this congested location.	$ 3,520,000	Yes	Yes	
MO	1a - Final Design / Construction Project	Kansas City to St Louis Corridor: Missouri Rail Crossing Safety Improvements	Improvement of 15 highway/rail at-grade crossings on the Union Pacific Railroad between Sedalia, MO and Kansas City, MO. There are 13 crossings that would receive lights and gates, and two crossings that would be closed.	$ 1,887,000	Yes	Yes	
MO	1b - Engineering / Environmental Study	Kansas City to St Louis Corridor: Hermann Universal Crossover	Completion of preliminary engineering and project-level NEPA (environmental) work for a new universal crossover at Hermann, MO on the Union Pacific Jefferson City subdivision. The project would close an 18.2-mile gap on double mainline track with no crossovers and would enable the passing and overtaking of passenger and freight trains in a heavily congested area.	$ 570,000	Yes	Yes	
MO	1b - Engineering / Environmental Study	Kansas City to St Louis Corridor: Bonnots Mill Universal Crossover	Completion of preliminary engineering and project-level NEPA (environmental) work for a new universal crossover at Bonnots Mill, MO on the Union Pacific Jefferson City subdivision. The project would create a universal crossover on a long double mainline track segment with no crossovers and would enable the passing and overtaking of passenger and freight trains in a heavily congested area.	$ 611,000	Yes	Yes	$ 31,000,000
MO	1b - Engineering / Environmental Study	Kansas City to St Louis Corridor: Knob Noster Passing Siding Extension	Completion of project-level NEPA (environmental) work for adding 9,000 feet of siding to the 28-mile segment. The project would enable the passing and overtaking of passenger and freight trains in a heavily congested area, therefore improving on-time performance.	$ 836,800	Yes	Yes	
MO	1b - Engineering / Environmental Study	Kansas City to St Louis Corridor: Kingsville Passing Siding	Completion of preliminary engineering and project-level NEPA (environmental) work for the construction of a two-mile siding addition with one public crossing. The project would enable the passing and overtaking of passenger and freight trains in a heavily congested area.	$ 958,800	Yes	Yes	
MO	1b - Engineering / Environmental Study	Kansas City to St Louis Corridor: Strasburg Grade Separation	Completion of preliminary engineering and project-level NEPA (environmental) work for the removal of an at-grade state Route E crossing from the existing siding and main track in Strasbourg, MO, and replace it with a grade separation approximately 0.1 mile to the west. The project would enhance rail use of the siding by removing the current restrictions on blocking the crossing and interference with vehicular traffic.	$ 850,000	Yes	Yes	

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MO	1b - Engineering / Environmental Study	Kansas City to St Louis Corridor: Double Track Lee's Summit to Pleasant Hill	Completion of preliminary engineering and project-level NEPA (environmental) work for the construction of a connection of two existing sidings between Lee's Summit, MO and Pleasant Hill, MO and lay a second track next to the main line track that will accommodate 90 mph Amtrak service. The project would enable the passing and overtaking of passenger and freight trains in a heavily congested area.	$ 1,418,000	Yes	Yes	
MO	1b - Engineering / Environmental Study	Kansas City to St Louis Corridor: Real-Time Passenger Information Displays	Completion of preliminary engineering and project-level NEPA (environmental) work for the installation of Global Positioning Systems (GPS)-based passenger information system on read-out sign boards in 10 stations along the Union Pacific corridor in Missouri between St. Louis, MO and Kansas City, MO.	$ 700,000	Yes	No	$ -
MO	1b - Engineering / Environmental Study	Kansas City to St Louis Corridor: 3rd Mainline Track in Jefferson City Yard	Completion of preliminary engineering and project-level NEPA (environmental) work for the extension of a third track by 1,400 feet. The project would increase rail traffic fluidity through Jefferson City, MO, by maintaining two main lines for bi-directional freight trains when Amtrak is stopped at the Jefferson City Station.	$ 744,000	Yes	No	$ -
MO	2 - Corridor Programs	Kansas City to St Louis Corridor: New Locomotive Equipment	Acquisition of two train sets to replace current equipment.	$ 50,000,000	Yes	No	$ -
NC	1a - Final Design / Construction Project	Congestion Mitigation	Construction of four crossovers, three of which are located on the CSX A-Line, and the fourth on the North Carolina Railroad near Raleigh.	$ 26,560,839	Yes	Yes	$ 25,000,000
NC	2 - Corridor Programs	Piedmont Corridor 3rd Frequency	First of a series of applications that would result in one additional Raleigh-Charlotte frequency for a total of three. Seven inter-related projects including: purchase and rehab of locomotives & cars, and track and station security improvements.	$ 23,496,246	Yes	Yes	$ 520,000,000
NC	2 - Corridor Programs	Piedmont Corridor 4th Frequency	Second of a series of applications that would result in one additional Raleigh-Charlotte frequency for a total of four. 20 inter-related projects.	$ 473,752,458	Yes	Yes	
NC	1a - Final Design / Construction Project	Southeast High-Speed Rail Corridor: Current Needs & 3rd Frequency	Purchase and rehabilitation of equipment to provide an additional frequency on North Carolina's Raleigh to Charlotte Piedmont service, the construction of a siding near Haw River, NC, and improvements to the Capital Yard in Raleigh, NC.	$ 22,847,387	Yes	No	$ -
NC	1a - Final Design / Construction Project	Southeast High-Speed Rail Corridor: Station Upgrades	Upgrades to parking and/or platforms at 3 stations and the installation of generators and security cameras at 16 stations.	$ 7,579,806	Yes	No	$ -
NC	1a - Final Design / Construction Project	Southeast High-Speed Rail Corridor: Other Speed & Safety Improvements	Construction of a grade separation at Klumac Road in Salisbury, NC.	$ 5,783,517	Yes	No	$ -
NC	1b - Engineering / Environmental Study	Southeast High-Speed Rail Corridor: Raleigh to Richmond & Enabling Facility	Completion of the Final Environmental Impact Statement (EIS) and Record of Decision (ROD) for Richmond to Raleigh high-speed rail. Tasks include gathering base data to begin Final Design for the Richmond to Raleigh Preferred Corridor which includes designs for construction of track, structures, signals, grade separations and roadway adjustments.	$ 10,139,258	No	No	$ -

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NC	2 - Corridor Programs	Piedmont Corridor 5th Frequency	Third of a series of applications that would result in one additional Raleigh-Charlotte frequency for a total of five. 23 inter-related projects.	$ 531,442,610	Yes	No	$ -
NC	2 - Corridor Programs	Southeast High-Speed Rail Corridor: Charlotte to Washington, DC	Fourth of a series of applications that would result in three additional Raleigh-Charlotte frequencies for a total of eight and three new Raleigh-Richmond-DC frequencies for a total of four. 32 inter-related projects.	$ 4,292,271,844	Yes	No	$ -
NC	3 - Planning Study	North Carolina Intercity Passenger Rail Service Planning	Completion of feasibility study to evaluate intercity passenger rail on two corridors in North Carolina, on the eastern region of the state to Wilmington and western region of the state to Ashville. The two lines would provide feeder service to the existing North Carolina Amtrak service and planned Southeast High Speed Rail.	$ 3,039,739	Yes	No	$ -
NH	3 - Planning Study	New Hampshire Intercity Passenger Rail Planning	Completion of planning activities for a proposed new Boston-Concord, NH intercity passenger rail service.	$ 1,374,000	No	No	$ -
NJ	1a - Final Design / Construction Project	Portal Bridge	Final design for the replacement of the 100-year-old, 2-track Portal swing bridge with a 3-track, fixed span bridge.	$ 38,500,000	Yes	Yes	$ 38,500,000
NM	3 - Planning Study	New Mexico State Rail Plan	Creation of a Statewide New Mexico Rail Plan studying intercity passenger rail in New Mexico, specifically the existing Southwest Chief and the Sunset Limited (both Amtrak services). The plan would set policy for both freight and passenger rail transportation and present strategies to enhance/support rail in the future.	$ 100,000	Yes	Yes	$ 100,000
NM	1a - Final Design / Construction Project	Albuquerque Subdivision Trackwork	Funding for a mixture of maintenance and construction projects on the Albuquerque subdivision including new sidings, tie replacement, welded rail, platform improvements, power switches and a rebuilt crossing.	$ 20,071,000	No	No	$ -
NM	2 - Corridor Programs	Positive Train Control on NMDOT Track	Installation of positive train control along 81 miles of commuter right-of-way.	$ 8,000,000	No	No	$ -
NM	3 - Planning Study	High-Speed Rail Corridor Feasibility Study	Creation of a study of the feasibility of a high-speed rail corridor designation between El Paso, TX, Los Cruces, NM, Albuquerque, NM, and Denver, CO.	$ 5,000,000	Yes	No	$ -
NY	1a - Final Design / Construction Project	Adirondack Corridor: Ballston Spa Capacity Improvements	Final design and construction of 2.27 miles of third mainline track on a portion of the Delaware and Hudson Railway used by Amtrak's state-supported Adirondack (New York - Montreal) and Ethan Allen Express (New York - Rutland, VT) services.	$ 3,318,333	Yes	Yes	
NY	1a - Final Design / Construction Project	Empire Corridor South: Albany to Schenectady 2nd Track	Installation of a second track where there is currently only one and will reconfigure interlockings between MP QC 143.3 and 160.3 to eliminate the existing bottleneck. The project will also upgrading existing warning device systems at grade crossings within the project area to include warning signs, automatic flashers, gates and predictors.	$ 91,200,000	Yes	Yes	

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NY	1a - Final Design / Construction Project	Empire Corridor South: Grade Crossing Improvements - CSXT Milepost 75 to 143	Improvements to the reliability of the existing grade crossing warning device equipment, allowing them to provide satisfactory approach warning times without the need for further upgrade if higher rail speeds are implemented. This project is located at 12 grade crossing locations on the CSXT Hudson subdivision (MP 75.95-126.98).	$ 2,450,000	Yes	Yes	
NY	1a - Final Design / Construction Project	Empire Corridor West: Rochester Station Improvement	Improvements to accessibility issues related to the Americans with Disabilities Act (ADA) and other state-of-good repair issues at Rochester Station. Exterior improvements include the re-striping of parking lot lines, replacement of existing plywood panels on north exterior of the building with metal panels, installation of an Amtrak emergency telephone on the platform, and adjustment of exterior lighting sensitivity. Exterior accessibility improvements related to ADA requirements include the reconstruction / replacement of the platform with tactile strips, and construction of associated ramps and railings. Interior improvements are to include the installation of additional lighting, and the repair / replacement of loose window rubber gaskets, damaged and loose metal ceiling panels, storage room door closer, and the roll-up chain doors in the baggage area and at the baggage counter. Recommended ADA improvements include the reconstruction of ticket counter, construction of ADA accessible restrooms, construction of new station entrance ramps, and installation of a signage package, PIDS, and a TTY/TDD capable public payphone.	$ 1,540,555	Yes	Yes	$ 150,000,000
NY	1a - Final Design / Construction Project	Empire Corridor West: Buffalo-Depew Station Improvement	Rehabilitation of the Buffalo-Depew station facilities to a state of good repair and provide accessibility upgrades to meet ADA standards. The result will be an enhancement and stabilization of the station facilities that will improve the attractiveness, comfort and convenience of the passenger rail service.	$ 770,668	Yes	Yes	
NY	1a - Final Design / Construction Project	Empire Corridor West - Phase 1 3rd Track Mileposts 382-393	Final design and construction of 11 miles of a third track on the Empire Corridor between MP 323 and MP 334. The project is part of a larger effort to reinstall a third track on the Empire Corridor west of Albany. This section of the Empire Corridor experiences heavy freight traffic and the new third track would primarily be used for passenger operations, allowing for speeds up to 110 mph. The reinstallation and integration of the multiple third track projects is relatively complicated since the ROW outside of the existing tracks was historically designed for used by freight traffic.	$ 58,115,410	Yes	Yes	
NY	3 - Planning Study	Empire Corridor Planning	Development of a Service Development Plan (SDP) and a Tier 1 Service Level Programmatic Draft Environmental Impact Statement (PDEIS) for high-speed rail enhancements throughout the Empire Corridor, particularly between Albany, NY and Niagara Falls, NY, with a goal of introducing passenger train speeds of up to 110 mph between Schenectady and Buffalo, NY.	$ 1,000,000	Yes	Yes	$ 1,000,000

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NY	1a - Final Design / Construction Project	Empire Corridor West: Niagara Subdivision Grade Crossing Improvements	Upgrades to the circuitry at two grade crossings on the Niagara Branch, which hosts 3 roundtrip Amtrak trains a day.	$ 275,000	Yes	No	$ -
NY	1a - Final Design / Construction Project	Green Avenue Grade Crossing Improvement	Upgrades to the grade crossing warning device and by relocating a fuel delivery pipeline, thereby eliminating the need for fuel trucks to cross the tracks at Green Avenue (MP-134).	$ 500,000	Yes	No	$ -
NY	1a - Final Design / Construction Project	Adirondack Corridor: Service Reliability Initiative	Final design and construction of the rehabilitation of several segments of the 175-mile portion of the Delaware and Hudson Railway used by the state-supported New York to Montreal Adirondack service (and, for a short segment, by the New York to Rutland, VT Ethan Allen Express service), and improvements to rail infrastructure at the Canadian border crossing at Rouses Point.	$ 23,510,000	Yes	No	$ -
NY	1a - Final Design / Construction Project	Empire Corridor West: Schenectady Station Rehabilitation	Rehabilitation of the Schenectady Station, including a new larger, high-ceiling waiting room; ADA-compliant platform work and new stairs and elevators to the platform area; a weather protected connector to the street and bus service; viaduct repairs; and parking improvements.	$ 9,010,000	Yes	No	$ -
NY	1a - Final Design / Construction Project	Empire Corridor West: Niagara Falls International Station	Restoration and renovation of the historic U.S. Customhouse, which would then function as the new train station in Niagara Falls and house the U.S. Customs Border Protection. The project includes covered high-level passenger platform work, replacement of the existing northern CSX railroad bridge over Main Street, removal of the southern CSX bridge over Main Street, rehabilitation of the CN railroad bridge over Whirlpool Street, reconstruction of existing track, signal upgrades, and construction of a dedicated passenger rail siding.	$ 22,390,000	Yes	No	$ -
NY	1a - Final Design / Construction Project	Empire Corridor South: Croton Harmon to Poughkeepsie High Capacity Signaling	Construction of a new block design that reduces the present block lengths on the Metro-North Hudson line that were originally designed for lighter track capacities required at the time of their initial installation.	$ 46,105,603	Yes	No	$ -
NY	1a - Final Design / Construction Project	Empire Corridor West: Grade Crossing Improvements - CSXT Milepost 164-430	Upgrades to existing predictor circuitry on existing grade crossing warning systems (at 16 locations), add auxiliary flashers to existing warning systems (at 1 location), upgrade existing crossings to include automatic flashers & gates and predictor circuitry (at 5 locations); upgrade existing warning device system to include automatic flashers & gates, predictors, and interconnection to adjacent highway traffic signal (at 1 location). The improvements to a total of 21 grade crossings would occur west of Albany on the Empire Corridor between MP 164 and 424.	$ 5,940,000	Yes	No	$ -

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NY	1a - Final Design / Construction Project	Empire Corridor West: Amsterdam Station Improvement	Rehabilitation of Amsterdam Station to provide ADA accessibility and state of good repair. Improvements to the station exterior include installation of independent platform lighting, re-striped parking lot lines, repair or replacement of station building doors and windows, painting of eaves and attic vents. Exterior accessibility improvements related to ADA requirements include reconstruction / replacement of the platform with tactile strips and associated ramps and railings, construction of new ramps at station entrances, and the installation of an Amtrak emergency telephone on the platform. Interior ADA improvements include the reconstruction of the ticket counter, construction of an ADA accessible unisex restroom, and the installation of a signage package, passenger information display systems, and a TTY/TDD capable public payphone.	$ 336,869	Yes	No	$ -
NY	1a - Final Design / Construction Project	Empire Corridor West: Center Street Pedestrian Crossing	Replacement of existing sidewalks adjacent to crossings, installation of pedestrian channelization devices and improvements to the interface with existing crossing warning devices to address pedestrian safety at the Center St. (MP QC-186.21) and Broadway St. (MP QC-186.40) grade crossings in the Village of Fonda. This project will also improve the approach profiles for Broadway Street and Center Street.	$ 500,000	Yes	No	$ -
NY	1a - Final Design / Construction Project	Empire Corridor South: Hudson Subdivision Small Bridge Replacement	Replacement of the existing small open deck girder bridges and through plate girder bridges with ballast deck bridges along 39 miles of the Hudson Subdivision.	$ 3,450,000	Yes	No	$ -
NY	1a - Final Design / Construction Project	Empire Corridor South: Hudson Subdivision Train Control System Modernization	Replacement of the existing train control system communications line, which is above ground, with buried cable, between Poughkeepsie CP-75 and Rensselaer CP-144. The project will reduce the line's exposure to damaging conditions.	$ 24,200,000	Yes	No	$ -
NY	1a - Final Design / Construction Project	Empire Corridor South: Hudson Subdivision Rock Slope Stabilization	Stabilization of the rock slope face at 10 locations and rehabilitation/upgrade of slide detector fences. This project is located on the CSX Hudson Subdivision between CP-103 (MP QC-103.8) to CP-142 (MP QC-142.0).	$ 8,040,000	Yes	No	$ -
NY	1a - Final Design / Construction Project	Empire Corridor South: Hudson Division Interlockings Mileposts 82, 99, & 136	Construction of new universal interlockings on the Empire Corridor at Mileposts 82, 99 and 136 to reduce delays caused by trains waiting to meet/pass other trains during single track operations.	$ 20,400,000	Yes	No	$ -
NY	1a - Final Design / Construction Project	Empire Corridor West: Syracuse Congestion Relief	Upgrades to tracks, control points, and interlockings along 13.1 miles of the Empire Corridor in the vicinity of Syracuse Station, between CP-278 and CP-291. The proposed improvements include installing an additional crossover at CP-278 and restoring Main Track #4 as a 45 MPH track from CP-278 to CP-283. Additionally, a #20 crossover rated at 45 MPH will be installed at CP-282, four miles of the Track #7 (which serves Syracuse Station) will be upgraded from CP-286 to CP-290 to allow 60 MPH operation, and the signal system on Track #7 will be upgraded to allow for two-way operation.	$ 27,360,000	Yes	No	$ -

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NY	1a - Final Design / Construction Project	Empire Corridor West: Mohawk Valley Congestion Relief	Upgrades to automatic block signals, control points and interlockings along approximately 76 miles of the Selkirk and Mohawk Subdivisions on the Empire Corridor between MP QC-175.5 and MP QC-251.3.	$ 12,430,000	Yes	No	$ -
NY	1a - Final Design / Construction Project	Empire Corridor West: Niagara Subdivision Signal System	Upgrades to automatic block signals, control points and interlockings along 20.5 miles of the Niagara Subdivision from CP-8 to CP-28 in New York State. Improvements include upgrading the signal system to bidirectional signals on both tracks, with corresponding changes to the interlockings at CP-8, CP-9 and CP-17.	$ 32,069,450	Yes	No	$ -
NY	1a - Final Design / Construction Project	Empire Corridor West: Rochester Station Renovation	Construction of a high-level platform at the Rochester station that can serve both mainline tracks, which will replace the current low level platform that is only served by one track.	$ 48,280,000	Yes	No	$ -
NY	1a - Final Design / Construction Project	Empire Corridor South: Rensselaer Station Capacity & Reliability Improvements	Construction of a fourth track to serve the eastern high-level platform at the Rensselaer station and reconfiguration of the interlockings and the replacement of the signaling system between MP-141 and MP-145.	$ 38,690,000	Yes	No	$ -
NY	1a - Final Design / Construction Project	Empire Corridor South: Rensselaer Port Connector Grade Crossing Elimination	Construction of a grade-separated crossing and close two at-grade crossings used by slow farm equipment.	$ 7,570,000	Yes	No	$ -
NY	1a - Final Design / Construction Project	Empire Corridor South: Stuyvesant 3rd Track & Interlocking Improvement	Replacement of the signal system and reinstallation of 10,000 feet of a third main track between CP-124 and CP-125 on the Hudson Subdivision. The project would also reconstruct/reconfigure two interlockings to allow movement of freight trains between any main track between the Hudson Subdivision and the Schodack Subdivision.	$ 12,100,000	Yes	No	$ -
NY	1b - Engineering / Environmental Study	Empire Corridor West: Syracuse Station Track Improvement	Completion of preliminary engineering and project-level NEPA (environmental) work for a second track at Syracuse Station on the south side of the existing high-level platform. Currently, only one of the four roundtrip trains that serve the station daily can occupy the Station at a time.	$ 1,040,000	Yes	No	$ -
NY	1b - Engineering / Environmental Study	Empire Corridor South: Livingston Avenue Bridge	Completion of preliminary engineering and project-level NEPA (environmental) documentation for the replacement of the 130-year-old bridge over the Hudson River used by the Empire Service, Adirondack, and Ethan Allen Express north of Albany, NY.	$ 4,000,000	Yes	No	$ -
NY	1b - Engineering / Environmental Study	Empire Corridor South: Hudson Station Revised Track Configuration	Completion of preliminary engineering and project-level NEPA (environmental) work for the Hudson Station to identify and evaluate alternatives to eliminate pedestrians crossing live tracks to board trains; providing an ADA compliant second passenger platform; eliminating a nearby grade crossing; and eliminating the hold-out signal at CP-115. The engineering, environmental, and cost work would allow a preferred alternative to be selected.	$ 1,800,000	Yes	No	$ -

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NY	1b - Engineering / Environmental Study	Empire Corridor West: Ripley Grade Crossing Elimination	Updates to design work for the elimination of 5 grade crossings in the Town of Ripley. The grade crossings for the underlying project would occur on CSXT's Lake Shore Subdivision between MP QD 65.10 to MP QD 65.90 and on Norfolk Sothern's Lake Erie District between MP 66.08 to MP 66.80, which host Amtrak's once daily Lake Shore Limited.	$ 1,100,000	Yes	No	$ -
NY	1b - Engineering / Environmental Study	Empire Corridor West: Phase 1 3rd Track Mileposts 160-203	Completion of preliminary engineering and project-level NEPA (environmental) work for 43 miles of a third track on the Empire Corridor between MP 160 and MP 203. The project is part of a larger effort to reinstall a third track on the Empire Corridor west of Albany.	$ 16,100,000	Yes	No	$ -
NY	1b - Engineering / Environmental Study	Empire Corridor West: Phase 1 3rd Track Mileposts 323-334	Completion of preliminary engineering and project-level NEPA (environmental) work for 11 miles of a third track on the Empire Corridor between MP 323 and MP 334. The project is part of a larger effort to reinstall a third track on the Empire Corridor west of Albany.	$ 2,100,000	Yes	No	$ -
NY	1b - Engineering / Environmental Study	Empire Corridor West: Phase 1 3rd Track Mileposts 373-380	Completion of preliminary engineering and project-level NEPA (environmental) work for 7 miles of a third track on the Empire Corridor between MP 373 and MP 380.	$ 1,600,000	Yes	No	$ -
NY	1b - Engineering / Environmental Study	Empire Corridor South: Capacity Improvements Milepost 71 to 75 & Poughkeepsie Yard	Completion of preliminary engineering and project-level NEPA (environmental) work for track and interlocking improvements in the vicinity of the Poughkeepsie Station between MP 71 and MP 75 on the Empire Corridor and improved train storage facilities in Poughkeepsie for Metro-North.	$ 3,440,000	Yes	No	$ -
NY	1b - Engineering / Environmental Study	Empire Corridor South/Northeast Corridor: Metro North Railroad/Long Island Rail Road Positive Train Control	Completion of preliminary engineering and project-level NEPA (environmental) work for the installation of positive train control on portions of Metro-North and Long Island Rail Road-owned rail lines used by Amtrak in New York.	$ 27,670,173	Yes	No	$ -
NY	1b - Engineering / Environmental Study	Empire Corridor West: Niagara Falls Double Track	Completion of preliminary engineering and project-level NEPA (environmental) work for reinstalling a second track on the Niagara Subdivision between CP 17 and CP 22.	$ 1,100,000	Yes	No	$ -
NY	1b - Engineering / Environmental Study	Empire Corridor West: Niagara Falls Maintenance Facility	Completion of preliminary engineering and project-level NEPA (environmental) work to evaluate alternatives to provide a facility in proximity to the Niagara Falls station for storage and light maintenance of trainsets which dwell overnight in Niagara Falls.	$ 2,500,000	Yes	No	$ -
NY	2 - Corridor Programs	Empire Corridor: NYC to Niagara Falls	Improvements to track, upgrades to stations, purchases of train equipment, and construction of 277 miles of third track. Objective to provide service at 110mph maximum from NYC to Buffalo and 79mph maximum between Buffalo and Niagara Falls.	$ 11,578,866,172	No	No	$ -

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OH	2 - Corridor Programs	Ohio "3C" Corridor QuickStart	Restoration of a passenger service on a route from Cleveland to Cincinnati, through Columbus and Dayton. The request includes funds for two round trips/day on the whole route plus a round trip each between Cleveland-Columbus and Cincinnati-Columbus.	$ 563,783,000	Yes	Yes	$ 400,000,000
OK	2 - Corridor Programs	South Central High-Speed Rail Corridor: Tulsa to Ft. Worth	Construction of track and other improvements between Oklahoma City and Norman, to establish new service between Oklahoma City and Tulsa (six daily round-trips operating at 150mph).	$ 2,096,960,000	No	No	$ -
OR	1a - Final Design / Construction Project	Pacific Northwest Corridor: Union Station Roof	Final design and construction of improvements/repairs to fix the building envelope and ceiling tiles of the Union Station in Portland, OR. In addition, there are some seismic improvement features that would be developed in conjunction with the roof renovations.	$ 7,252,474	Yes	Yes	$ 8,000,000
OR	1b - Engineering / Environmental Study	Pacific Northwest Corridor: North Portland Jcts	Completion of preliminary engineering and project-level NEPA (environmental) work for a project to provide a new connection between the UP and BNSF track in North Portland, and establish an interface between the two CTC systems.	$ 1,600,000	Yes	Yes	
OR	1b - Engineering / Environmental Study	Pacific Northwest Corridor: Willbridge	Completion of preliminary engineering and project-level NEPA (environmental) work to replace hand-thrown switches with powered turnouts and crossovers.	$ 500,000	Yes	Yes	
OR	1b - Engineering / Environmental Study	Pacific Northwest Corridor: Eugene Station	Completion of preliminary engineering and project-level NEPA (environmental) work for the installation of two stub tracks at the Eugene Station and install a new crossover between the main train and the WP siding.	$ 100,000	Yes	No	$ -
OR	1b - Engineering / Environmental Study	Pacific Northwest Corridor: The Curves	Completion of preliminary engineering and project-level NEPA (environmental) work to realign the double track on the Curves between Portland and Albina, OR.	$ 1,200,000	Yes	No	$ -
OR	1b - Engineering / Environmental Study	Pacific Northwest Corridor: Lake Yard	Completion of preliminary engineering and project-level NEPA (environmental) work for improvements to the Lake Yard including replacing hand-thrown switches with powered turnouts and crossovers improving the speed of ingress/agree movements.	$ 700,000	Yes	No	$ -
OR	1b - Engineering / Environmental Study	Pacific Northwest Corridor: Graham Line Connection	Completion of preliminary engineering and project-level NEPA (environmental) work for a freight bypass at the East Portland Graham Line Connection in order to avoid an existing 12-mile detour and 12 at grade crossings.	$ 10,000,000	Yes	No	$ -
OR	1b - Engineering / Environmental Study	Pacific Northwest Corridor: Willsburg to Clackamas	Completion of preliminary engineering and project-level NEPA (environmental) work for the installation of 3.7 miles of double track mainline with two universal crossovers. Additionally, the project proposes to upgrade the first siding track in Clackamas.	$ 3,700,000	Yes	No	$ -

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OR	1b - Engineering / Environmental Study	Pacific Northwest Corridor: Union Station, Portland	Completion of preliminary engineering and project-level NEPA (environmental) work for the improvements to Union Station in Portland, OR. The improvements include, roof repairs, seismic/structural upgrades, ADA improvements, mechanical systems, electrical service, and fire detection and protection systems.	$ 4,200,000	Yes	No	$ -
OR	1b - Engineering / Environmental Study	Pacific Northwest Corridor: Track Work Environmental Impact Statement (EIS)	Completion of corridor-level preliminary engineering and NEPA (environmental) work for a project which includes track replacement, new sidings, new stations, crossing improvements, bridge upgrades/replacements, electrification and new connections for the entire Oregon segment of the Pacific Northwest Rail Corridor.	$ 84,270,076	No	No	$ -
OR	2 - Corridor Programs	Pacific Northwest Corridor: Service Improvements	Rebuilding and shifting of service to current secondary parallel route, reconfiguration of track to reduce freight interference, upgrades to stations, and purchase of two train sets.	$ 2,348,631,000	No	No	$ -
PA	1a - Final Design / Construction Project	Keystone Corridor: Grade Crossings	Final design and construction of grade separations to eliminate the last three public grade crossings on the Amtrak-owned Philadelphia-Harrisburg Keystone Corridor.	$ 18,000,000	Yes	Yes	$ 18,000,000
PA	1b - Engineering / Environmental Study	Keystone Corridor: Automatic Block Signaling/Central Control	Completion of preliminary engineering and project-level NEPA (environmental) work for the installation of Automatic Block Signaling and Centralized Traffic Control on a segment of the Amtrak-owned Philadelphia-Harrisburg Keystone Corridor.	$ 1,350,000	Yes	Yes	$ 1,350,000
PA	1b - Engineering / Environmental Study	Keystone Corridor: Interlocking Design	Completion of preliminary engineering and project-level NEPA (environmental) work for the replacement and reconfiguration of several major interlockings along the Amtrak-owned Philadelphia-Harrisburg Keystone Corridor.	$ 6,300,000	Yes	Yes	$ 6,300,000
PA	3 - Planning Study	Keystone Corridor: Keystone West	Planning for the potential extension of Keystone Corridor services west of Harrisburg to Pittsburgh.	$ 750,000	Yes	Yes	$ 750,000
PA	1b - Engineering / Environmental Study	Keystone Corridor: Express/Third Track	Completion of preliminary engineering and project-level NEPA (environmental) work for the installation of a third main train on a segment of the Amtrak-owned Philadelphia-Harrisburg Keystone Corridor.	$ 1,800,000	Yes	No	$ -
PA	2 - Corridor Programs	Keystone Corridor High Speed Maglev (Pittsburgh)	Construction of 18-mile maglev service to connect airport and downtown Pittsburgh.	$ 2,300,001,000	No	No	$ -
PA	2 - Corridor Programs	Lackawanna Cutoff Service Restoration	Rehabilitation of track and bridge to restore passenger service.	$ 401,000,000	No	No	$ -
PA	2 - Corridor Programs	Keystone Corridor: Keystone East	Overhaul of major interlockings, reactivation of 19 miles of a third track for express service, improvement of signals, renovation of two stations and removal of three grade-crossings.	$ 489,785,000	Yes	No	$ -

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RI	1b - Engineering / Environmental Study	Kingston Capacity and Track Improvements	Completion of preliminary engineering and project-level NEPA (environmental) work for the installation of two miles of third main track and construction of a second station platform at Kingston, RI on the Amtrak-owned north-end of the Northeast Corridor.	$ 1,200,000	Yes	Yes	$ 1,200,000
RI	1b - Engineering / Environmental Study	Providence Station Garage Improvements	Completion of preliminary engineering and project-level NEPA (environmental) work for the rehabilitation of the parking garage at the Providence, RI station along the Amtrak-owned north-end of the Northeast Corridor.	$ 400,000	Yes	No	$ -
SC	1b - Engineering / Environmental Study	Blackstock Road High-Speed Rail Overpass	Completion of preliminary engineering and project-level NEPA (environmental) work for a grade separation at Blackstock Road on the Southeast High Speed Rail Corridor in Spartanburg.	$ 500,000	Yes	No	$ -
SC	1b - Engineering / Environmental Study	Assembly Street Consolidation Project	Completion of preliminary engineering and project-level NEPA (environmental) work for a grade separation at Assembly Street on the Southeast High Speed Rail Corridor in Columbia.	$ 3,000,000	Yes	No	$ -
TX	1a - Final Design / Construction Project	Crossing Signal Timing, Burlington Northern Santa Fe Fort Worth Sub	Final design and construction of signal timing improvements at grade crossings between Fort Worth and the TX/OK border to increase the operating speed of Amtrak's Heartland Flyer.	$ 3,754,180	Yes	Yes	$ 3,754,180
TX	4 - FY09 Appropriations Project	Valley View Double Track Project IV	Addition of a second track between existing double track sections on the Texas Railway Express passenger corridor at MP 629.50 to MP630.9, including the construction of a new 200-foot bridge and elimination of one grade crossing.	$ 7,189,643	Yes	Yes	$ 7,189,643
TX	1a - Final Design / Construction Project	Tower 55 At-Grade Improvement Project	Construction of at-grade improvements to the Tower 55 diamond freight crossing in Fort Worth to reduce conflicts at the crossing diamonds, and add another through track.	$ 30,000,000	Yes	No	$ -
TX	1a - Final Design / Construction Project	Ft Worth Sub Capitalized Maintenance	Improvement of track conditions on portions of a 128 freight corridor used by Amtrak's Texas Eagle.	$ 8,492,604	Yes	No	$ -
TX	1b - Engineering / Environmental Study	Austin/San Antonio Emerging High-Speed Rail	Completion of preliminary engineering and NEPA (environmental) work to develop the Austin - San Antonio corridor for consolidated commuter and intercity passenger rail service, including design for the construction of a new freight bypass.	$ 17,850,000	No	No	$ -
TX	1b - Engineering / Environmental Study	High-Speed Rail Express Texas T-Bone	Completion of preliminary engineering and project-level NEPA (environmental) work to develop a "Texas T-Bone" express service as the South Central High Speed Rail corridor.	$ 1,700,000,000	No	No	$ -
TX	1b - Engineering / Environmental Study	Tower 60 Phase II Connector	Redesign of a heavily traveled freight junction north of Fort Worth at Tower 60, including universal crossovers to facilitate bi-directional running north of Fort Worth.	$ 520,000	Yes	No	$ -

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TX	2 - Corridor Programs	Texas T-Bone High Speed Rail Corridor	Development of a "Texas T-Bone" express service as the South Central High Speed Rail corridor.	$ -	No	No	$ -
TX	3 - Planning Study	High-Speed Rail Express Texas T-Bone	Planning to develop a Texas T-Bone express service as the South Central High Speed Rail corridor.	$ 9,500,000	Yes	No	$ -
TX	3 - Planning Study	Dallas to Marshall Capacity Study	Planning to produce a capacity study/report for the Dallas to Marshall Corridor in Texas. This study would lead toward the development of a Service Development Plan for improved service on this corridor. The study would help determine an incremental approach for improvements along the corridor that will allow for an addition of three daily round trips on the emerging corridor with speeds up to 90 mph.	$ 200,000	Yes	No	$ -
VA	1a - Final Design / Construction Project	Arkendale to Powell's Creek Third Track	Construction of 11.4 miles of third track from Arkendale to Powell's Creek on the Washington to Richmond segment of the Southeast High Speed Rail Corridor.	$ 74,840,119	Yes	Yes	$ 74,840,119
VA	2 - Corridor Programs	Southeast High-Speed Rail Corridor	Construction of 112 track miles of new third and fourth tracks, re-alignment of 82 track miles, as well as signalization, grade-crossing improvements, bridge construction and repair and station upgrades.	$ 1,754,692,248	Yes	No	$ -
VT	1a - Final Design / Construction Project	Vermonter New England Central Railroad Route Improvements	Improvements to track, roadbed, and bridges on a 190-mile segment of the New England Central Railroad used by the Washington to St. Albans, VT Vermonter service.	$ 52,722,258	Yes	Yes	$ 50,000,000
VT	3 - Planning Study	NY-VT Bi-State Intercity Passenger Rail Project	Planning for a proposed rerouting of the New York to Rutland, VT Ethan Allen Express service from the existing Albany to Whitehall, NY to Rutland route to an Albany - Bennington, VT - Rutland route. Proposed rerouting is intended to introduce service to several communities that currently lack intercity passenger rail service, while communities on the existing route would continue to be serviced by another existing intercity passenger rail service.	$ 500,000	Yes	Yes	$ 500,000
VT	2 - Corridor Programs	Ethan Allen Express: Improvements and Extension	Improvements to track, grade crossing, and bridges along the existing route and an extension of service to Burlington.	$ 71,520,271	Yes	No	$ -
WA	2 - Corridor Programs	Pacific Northwest Corridor: Service Block 2-SEA-PDX 6 RTs	Rerouting existing service and constructing bypass tracks to allow for 79mph maximum speed and 6 daily roundtrips.	$ 976,428,514	Yes	Yes	$ 590,000,000
WA	1a - Final Design / Construction Project	Pacific Northwest Corridor: Vancouver-W. Side Port Trackage	Construction of approximately 35,000 feet of new main track (including a loop track) and construction of a new roadway bridge eliminating an at-grade crossing.	$ 21,700,000	Yes	No	$ -

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WA	1a - Final Design / Construction Project	Pacific Northwest Corridor: Vancouver-Yard Bypass Track	Construction of a bypass track between the BNSF Seattle Subdivision at MP 133.5 and the Fallbridge Subdivision at MP 10.2 in Vancouver, WA. The track would be a 15,200 foot-long segment which would require relocation of existing track, spur tracks and turnouts.	$ 29,177,037	Yes	No	$ -
WA	1a - Final Design / Construction Project	Pacific Northwest Corridor: Amtrak Cascades-New Train Sets	Final design for the purchase of four new single-level train sets with a seating capacity of 325 each.	$ 1,100,000	Yes	No	$ -
WA	1a - Final Design / Construction Project	Pacific Northwest Corridor: Corridor Reliability Upgrades S	Completion of preliminary engineering and project-level NEPA (environmental) work to increase the track class from 4 to 5 from MP 26.5 on BNSF's railway Seattle subdivision to 136.48 in Vancouver, WA. Improvements include ties, track, ballast, lining undercutting and surfacing.	$ 94,101,982	Yes	No	$ -
WA	1a - Final Design / Construction Project	Pacific Northwest Corridor: Corridor Reliability Upgrades N	Upgrades to the track class from 4 to 5 between MP 8.8 in Everett WA to MP 119.1 in Blaine, WA. The project intends to replace/upgrade ties, track, ballast, lining undercutting and surfacing.	$ 58,436,142	Yes	No	$ -
WA	1a - Final Design / Construction Project	Pacific Northwest Corridor: Blaine-Swift Customs Facility	Construction of a 3-mile track to allow passenger trains to bypass an existing freight inspection track.	$ 5,127,220	Yes	No	$ -
WA	1a - Final Design / Construction Project	Pacific Northwest Corridor: KMB New Siding	Construction of a 3.3-mile siding between MP 105.5 and 108.8 in Kalama, WA. The siding would replace existing running and storage tracks and include two new control points (and a modified existing control point), a universal crossover and replace six turnouts.	$ 35,609,549	Yes	No	$ -
WA	1a - Final Design / Construction Project	Pacific Northwest Corridor: Vancouver-New Middle Lead	Construction of a second connection between BNSF Seattle Subdivision at MP 136 and the Fallbridge Subdivision at MP 10.2 in Vancouver WA. This project would construct a 13,000 foot segments and two # 15 crossovers and a #15 turnout.	$ 10,244,418	Yes	No	$ -
WA	1a - Final Design / Construction Project	Pacific Northwest Corridor: Everett-Storage Track	Construction of two new departure/receiving tracks (total length 13,000 ft) next to the exiting Delta Yard Tracks which is located on the BNSF Bellingham Subdivision.	$ 3,611,620	Yes	No	$ -
WA	1a - Final Design / Construction Project	Pacific Northwest Corridor: Tacoma D to M St. Connection	Construction of 1.2 miles of new track between D and M Streets in Tacoma, Washington.	$ 34,400,000	No	No	$ -
WA	1a - Final Design / Construction Project	Pacific Northwest Corridor: Tacoma Pt. Defiance Bypass	Construction of 3.5 miles of track through Lakeview Junction to reroute Amtrak trains from the Seattle subdivision route.	$ 91,595,106	No	No	$ -

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WA	1a - Final Design / Construction Project	Pacific Northwest Corridor: King Street Station Seismic Retrofit	Restoration of the existing King Street station in Seattle WA, improvement of building systems and inclusion of a seismic retrofit to improve building structures.	$ 13,600,000	Yes	No	$ -
WA	1b - Engineering / Environmental Study	Pacific Northwest Corridor: Bellingham Mainline Relocation	Completion of preliminary engineering and project-level NEPA (environmental) work to relocate and realign the BNSF Bellingham Subdivision between MP 96 and 97.1. The project would also replace the bridge at Cornwall Avenue and avoid two at-grade crossings and potentially close a third crossing.	$ 1,800,000	Yes	No	$ -
WA	1b - Engineering / Environmental Study	Pacific Northwest Corridor: Centralia Station Modification	Completion of preliminary engineering and project-level NEPA (environmental) work for a new eastside second passenger platform and passenger crossover at Centralia station.	$ 400,000	Yes	No	$ -
WA	1b - Engineering / Environmental Study	Pacific Northwest Corridor: Everett Curve Realignment	Completion of preliminary engineering and project-level NEPA (environmental) work for the realignment, consolidation and/upgrades of at- grade crossings, construction of new mainline, conversion of existing mainline to siding track and upgrading of signals and bridges. The project would be approximately 3.4 miles total.	$ 5,300,000	Yes	No	$ -
WA	1b - Engineering / Environmental Study	Pacific Northwest Corridor: King Street Station Track Upgrade	Completion of preliminary engineering and project-level NEPA (environmental) work for improvements to the King Street Station including track upgrades, platform upgrades, switches, interlocking signals, and centralized traffic control of all of the station tracks. This project would allow station access from all of the mainlines.	$ 8,400,000	Yes	No	$ -
WA	1b - Engineering / Environmental Study	Pacific Northwest Corridor: KMB-Kalama New Main Line	Construction of 4.4 miles of new third mainline track between MP 105.8 and 110.3. The third track would be able to accommodate higher speeds around curves.	$ 4,500,000	Yes	No	$ -
WA	1b - Engineering / Environmental Study	Pacific Northwest Corridor: KMB Kelso - Longview Junction	Completion of preliminary engineering and project-level NEPA (environmental) work for a 4.5-mile third mainline track between the passenger station in Kelso to Longview Junction South, including a bridge over a the Coweeman River and two private road crossings. In addition, a 5,000 foot storage track would be converted into mainline track.	$ 7,700,000	Yes	No	$ -
WA	1b - Engineering / Environmental Study	Pacific Northwest Corridor: KMB Toteff Siding Extension	Completion of preliminary engineering and project-level NEPA (environmental) work for signalized arrival and departure tracks for BNSF and UP freight trains and a grade separation of Toteff Road in Kalama, WA, intended to clear the main lines of freight traffic to benefit the Amtrak Cascades service.	$ 2,700,000	Yes	No	$ -
WA	1b - Engineering / Environmental Study	Pacific Northwest Corridor: Tacoma Trestle Replacement	Completion of preliminary engineering and project-level NEPA (environmental) work for the replacement of a 1,700-foot long timber trestle to accommodate two main tracks installed, and upgrades to the signal system.	$ 4,400,000	Yes	No	$ -

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WA	2 - Corridor Programs	Pacific Northwest Corridor: Service Block 1-SEA-PDX 5 RTs	Rerouting existing service and constructing bypass tracks to allow for 79mph maximum speed and 5 daily roundtrips.	$ 389,643,102	Yes	Subsumed within the selected "Service Block 2" corridor program application (see above)	$ -
WA	2 - Corridor Programs	Pacific Northwest Corridor: Service Block 3-SEA-PDX 8 RTs	Rerouting existing service and constructing bypass tracks to allow for 79mph maximum speed and 8 daily roundtrips.	$ 1,296,654,964	Yes	No	$ -
WA	2 - Corridor Programs	Pacific Northwest Corridor: NEPA for High Speed Corridor	Planning, preliminary engineering, and NEPA (environmental) studies for 150mph service.	$ 10,000,000	No	No	$ -
WI	1a - Final Design / Construction Project	Chicago to Milwaukee Corridor: Truesdell Crossovers	Installation of one universal crossover and a single crossover on the Canadian Pacific's C&M Subdivision between Chicago and Milwaukee.	$ 13,377,417	Yes	Yes	$ 12,000,000
WI	1a - Final Design / Construction Project	Chicago to Milwaukee Corridor: Milwaukee Station Platform	Increases to the length of the platform at the Milwaukee Airport Station.	$ 678,022	Yes	Yes	
WI	2 - Corridor Programs	Milwaukee to Madison High-Speed Rail	Improvements to track, signal, and infrastructure; construction of stations; and purchase of train sets and locomotives.	$ 817,613,296	Yes	Yes	$ 810,000,000
WV	3 - Planning Study	West Virginia HSIPR Planning	Feasibility study for the development of a high speed rail network within the State of West Virginia. Project would result in the development of a State Rail Plan.	$ 1,000,000	Yes	Yes	$ 1,000,000

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